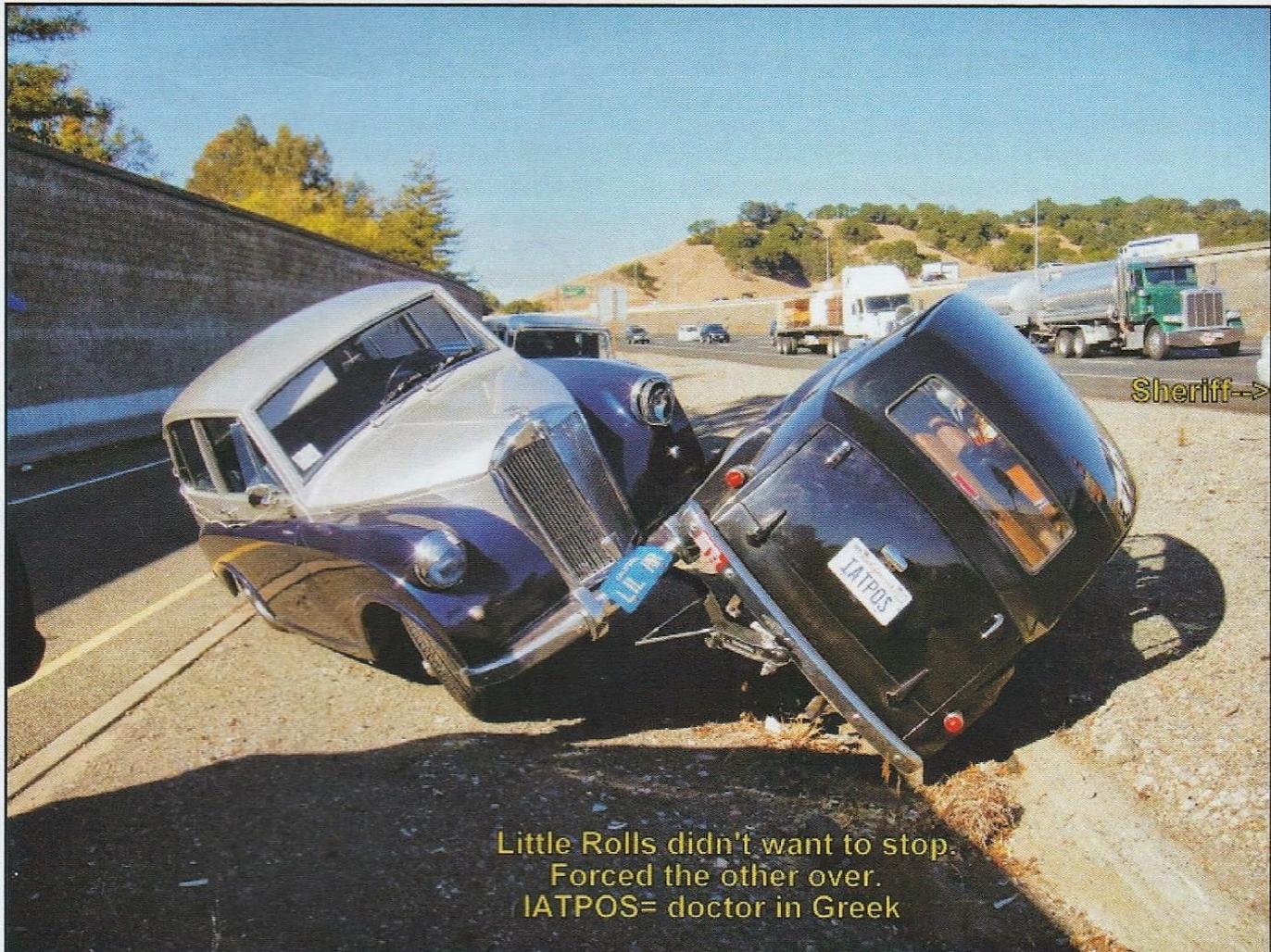


Triumph Mayflower Club



WINTER ISSUE 2013 No. 147



Little Rolls didn't want to stop.
Forced the other over.
IATPOS= doctor in Greek

FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2013-2014

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E-mail: john_castle@btinternet.com

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West Midlands WS1 2QG - Tel: 01922 633042
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Clive Lungmuss - E-mail: lungmuss@aol.com
John Gogay - E-mail: jgogay@aol.com

WEBMASTER Robert Gannon, Hockessin, Delaware, USA - Tel: 1-302-234-1131
E-mail: trsix74@comcast.net

Please note that from 1st October 2012 Brian Redshaw will be taking on the office of New Spares Secretary and so will be responsible for all spare parts
Please check Flower Power or the club's website for any updates with regard to this changeover

When writing to a committee member and you require a reply, please enclose a Stamped Addressed Envelope. Please note that all the above committee members fulfil their positions in their spare time and not as a full-time occupation, so when contacting them other than by letter, please ensure that you choose a reasonable time of day

FLOWER POWER
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Cover: Picture of Peter Panacotacos' Mayflower accident on his way home from Triumphfest rally in San Francisco

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

ANNUAL GENERAL MEETING

The Triumph Mayflower Club Annual General Meeting will be held on Sunday, March 23, 2014 at the Holiday Inn in Tempus Way, Walsall WS2 8TJ West Midlands at 2.00 pm (room available from 1 pm). This is the venue we used last year. The location is superb being almost immediately off the M6 at Junction 10. All members are welcome to attend and to have a say and indeed it would be great if anyone felt they could volunteer a little help in the running of the club. This is your opportunity to come along and say so. The committee, as is usual, will offer there positions for re-election and any new nominations or offers to stand again for positions are taken on the day without too much formality. If necessary a vote is taken to satisfy our constitution.

SUNDAY 23rd MARCH 2014

**Holiday Inn, Tempus Way
Walsall WS2 8TJ at 2.00 pm**

Editorial

Dear club members,

Hopefully you have been able to enjoy your Mayflower a lot during the (almost) past year. I have finally found some time during 2013 to finalise the last small things on my Mayflower that I never finished after the restoration 20 years ago.

Luckily my neighbour started a classic car restoration company called Classic Car Recovery (look at www.classic-car-recovery.nl for some pictures). So to be honest he took care of quite a lot of the work, including the replacement of the quarter light rubbers. I will write a full article on all the work done for the next magazine.

When I started the restoration of the car 20 years ago I soon found that two jets from the starter side of the carburettor were missing (see picture).



Although the car ran fine without them it kept popping up in my mind that they were missing. So I went searching for the right air jets, found the part numbers and ordered them. On receiving the parts I soon found that they wouldn't fit. The search went on and on, somehow I just could not find the right jets.

When my neighbour started working on the car he also commented to me that two jets were missing from the carb. Again I started searching on the Internet. I found some pictures of the same carburettor where the same jets were also missing, strange, they are mentioned in the parts manual, but seem to be missing on every picture of the carburettor I can find. In the end I found the following service bulletin on Steve Coulman's website:

Thanks Steve, "problem" solved.

We have received an e-mail from Glenn Grossklags that he has sold his Mayflower, Glenn, I would really like to thank you for all your contributions to the magazine during the past years!! Thanks for sharing all your Mayflower years with us.

We have also received a great article from Peter Panacotacos on a Triumphfest in San Francisco, a few more letters from our members and some Rally details, so you have some reading to do during Christmas.

Please enjoy reading and please keep on writing! I would really appreciate to receive more material for the magazine from you. If you have some spare time, please don't hesitate to write down past years' Mayflower memories!!!

A Merry Christmas and a very happy 2014!

V.72G. / 2.11.81 / Modified carburettor jets

In order to reduce the idling speed of the engine, when the starter side of the carburettor is in use, it has been found necessary to modify the jet setting.

The existing two 4.5 Air Jets, have been discarded, thus leaving the tapped orifices, which provide an effective diameter air intake of 8mm. This increase in the potential air intake necessitates a slight adjustment in the size of the Petrol Jet - a 135 Jet replacing the one of 120 previously used.

The carburettor jet setting for this model now becomes:-

Choke	21	Air bleed for pilot	2.0
Main jet	125	Needle valve	2.0
Correction jet	220	Starter air jet (fixed)	8.00 (2 off)
Pilot jet	45	Starter petrol jet	135

This modification was introduced in production at engine TT 114120

Why MOTs or safety checks are still needed

an article sent in by Malcolm Barnsley following on from John Oaker's article in the Flower Power No. 143, page 7 on DVLA MOT new rules

AS WE HAVE read, the present government have said that MOTs are now no longer needed for cars of pre-1960 origin. I have been asked many times what people should do to keep their car roadworthy and how one can prove that it is.

There are two simple answers. The first is to have your car MOT tested as usual; the MOT garage will tell you what needs doing.

The second is if you are a competent fitter you can check your car yourself, or if you know of a friend that is competent in mechanics then he or she can do the job for you.

The things you should look out for are:

BRAKES – Check that wheel cylinders are free of leaks and working properly; Check that brake linings are in good condition; Check brake pipes are free of rust and flexi-hoses are showing no signs of wear; Check that the handbrake is in good working order.

LIGHTS – Check that all lights are working, including the trafficator/indicator bulbs are showing orange and not become clear over time.

HORN – Check that the horn is in good working order.

TYRES – Check for cracks in the tyre walls; Check for any uneven wear in the tread pattern.

SUSPENSION – Check all bushes; Check shock absorbers for any leaks and they are in full working order; Check for any undue movement in any of the suspension parts; Check rear springs and hangers i.e. for a broken spring.

STEERING BOX – Check steering box and ball joints for any undue movement; Make sure of lubrication to the joints.

UNDERSIDE OF VEHICLE – Check rear chassis for rusting and especially around the spring hangers; Check door sills for rusting;

- Check front chassis and front floor pan for rusting or holes appearing.

One should always be aware that it is the owner's responsibility to keep the car in roadworthy condition when used on a public road and that failure to do so could result in points on your licence or even worse and accident or death either to yourselves or other persons on the road.

Windscreen washers were not fitted as standard and are not required on a car of this age, but if they are fitted, they should be in working order.

I still think that a voluntary MOT is the answer as it will give you, as a driver/owner, the peace of mind you require.

NUMBER PLATE LIGHT



ONLY
£22.00 EACH

From the Spares Secretary

Some details of the 2014 Annual Rally

**By Chad Brown, Rally
Secretary**

IN THE LAST Autumn edition of *Flower Power* we attempted to get a discussion going about the future of our annual rally. The response to our efforts was not overwhelming!!

However, many thanks to those of you who did get in touch with their preferences.

I had seriously wondered if holding our rally at the Ripon Classic Car show would offer so much more for a day out but not surprising this remained a single thought of mine. Most of the respondents favoured a not too distant Midlands venue and I understand that reasoning.

The Triumph Mayflower is not given easily to long distance journeys though despite her troubles "Little Nell" did attend the Ripon Show last year and I intend to take her there again in 2014.

So if anyone feels they would like a joint enterprise I would be pleased to have company. Last year was my first National Rally as your rally secretary and as I indicated in my write up of that event I feel that the Razor Edge Club is our natural home as the junior edition of that lovely vehicle.

With no great surprise I have indicated to Chris Hewitt, chairman, that our intention is to be linked with their rally in 2014 and beyond if possible. This suggestion is welcomed and I have to say that the Triumph Roadster Club had also extended their invitation to join with them.

Perhaps it was our super handling of the raffle last year. Sadly though it was promised in the Autumn *Flower Power* I cannot give you the location of the rally but can disclose the date for your diaries of Sunday, July 13.

There will be the usual gathering for those who would like to be there on the Saturday

A MERRY
CHRISTMAS
AND A
HAPPY
NEW YEAR

to all members of the
Triumph Mayflower Club
and their families

*from all of your
Committee*

before the rally at a suitable local venue to the showground.

The reason I cannot disclose the location that has been selected for the rally is that it needs to be ratified at a meeting of the Razor Edge Club on January 12 and their own members have not yet been informed. So my apologies but I can tell you it's not Ripon!

I will be endeavouring to have Triumph Mayflower regalia on sale at the rally along with some spare parts.

Please put the date in your diaries and put off going away on holiday, getting married, being ill or any other misfortune that will prevent your attendance with or without your Mayflower.

Of course I would prefer you bring your car along if possible. So have a good Christmas, a happy New Year with much Mayflowering and I look forward to seeing as many of you as possible. It is very important for the future of our club to have a reasonable turnout at our National Rally.

1953 TRIUMPH MAYFLOWER



Has only covered 34,500 miles
Two previous owners from new
Has never been bumped or
had any welding done, still uses its original
ignition key and still has its tools in the original folder.



Sensible offers to:
Gerry Morley on 01489 784553 or
E-mail: gerry.morley@btinternet.com

Letters

Holiday Mayflower

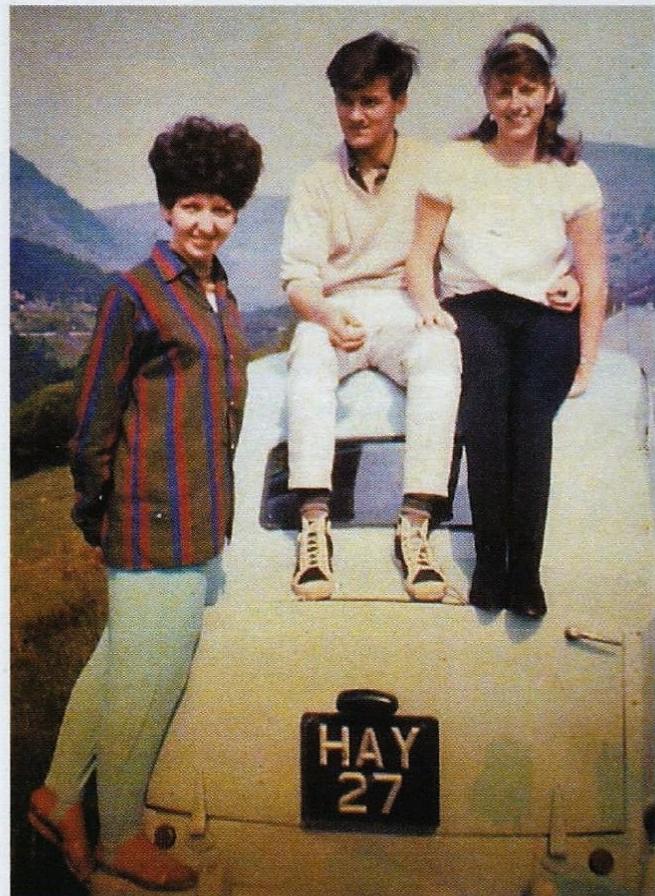
Dear Malcolm (Barnsley),

I am enclosing a photograph of HAY 27, we were on holiday in May 1964. In the photograph are from left to right, my girlfriend Pat Taylor (we got married in September 1965); John Pace and Angela Fletcher.

We went to Aberdovey Barmouth and other places.

Yours truly

Andy Smith, Maidstone, Kent
(sent in by Malcolm Barnsley #912)



A sad farewell from Chicago

Hello all,

It is with mixed feelings that I send this to you. It has been a while since contributing to *Flower Power* and this will probably be my last. I am now without Mayflower.

For some time I have been trying to reduce the number of cars in the garage and have had a "For Sale" sign in the Jensen Interceptor for over a year but with no interest.

Earlier this summer I put a similar sign in the Mayflower and while at a party of car enthusiasts, the owner of the car that I was parked next to expressed interest and after much discussion the Mayflower was sold. I feel that the new owner will give it a good home.

Up until that time I had many good times with the car this summer. A few car gatherings and naturally only one Mayflower. The car has been running the best ever with only minor oil seepage and no overheating.

I am sorry that I don't have any photographs to attach but for some reason I never took any this year.

My membership is current so I will just let it run out at the end of the year. I am not sure the status of my parts account but if there is a positive balance consider it a donation. If a negative balance let me know so I can settle up.

Please keep the *Flower Power* coming until membership expires. The new owner received information on the club and I explained that he must be a member to purchase parts. His name is Kenny Robins from Cary, Illinois.

I have just received the latest *Flower Power* from John and will forward it to him when I am finished with it.

Please give my regards to all of the members that we met when we were over in the UK a few years ago and I will truly miss being a member of such a special group.

Best regards to all the members
Glenn Grossklags, #787
Chicago, Illinois, USA

Sorry

Dear Nico ten Wolde and Chad Brown,

I hope I'm not too late to catch the next edition of the *Flower Power*.

I'm sorry Maureen and I didn't make the rally at the Ripon Racecourse this year as both our Mayflower and Renown had problems on the day.

The Mayflower's oil pipe burst and the Renown was waiting parts for the brakes. When those arrived they were the wrong parts so that was the Renown out of commission too.

We have taken part in this event meeting Peter and Sue Benfield and other members for

continued on Page 15

Letters

Triumphfest 2013

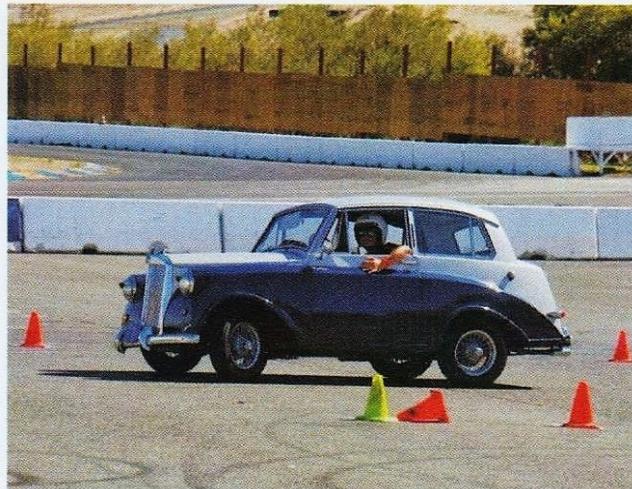
Dear John,

I've fallen behind in my dues again. Please send me your mailing address and I will mail the dues immediately.

I thought you would like to see some photographs taken this past week at the Triumphfest 2013 held near San Francisco. I had two originals there - both with less than 27,000 miles - one right-hand drive the other left-hand drive (The Eleanor Funk car).



**Christopher in the hot rod Mayflower and below
a general view of all the Triumphs**



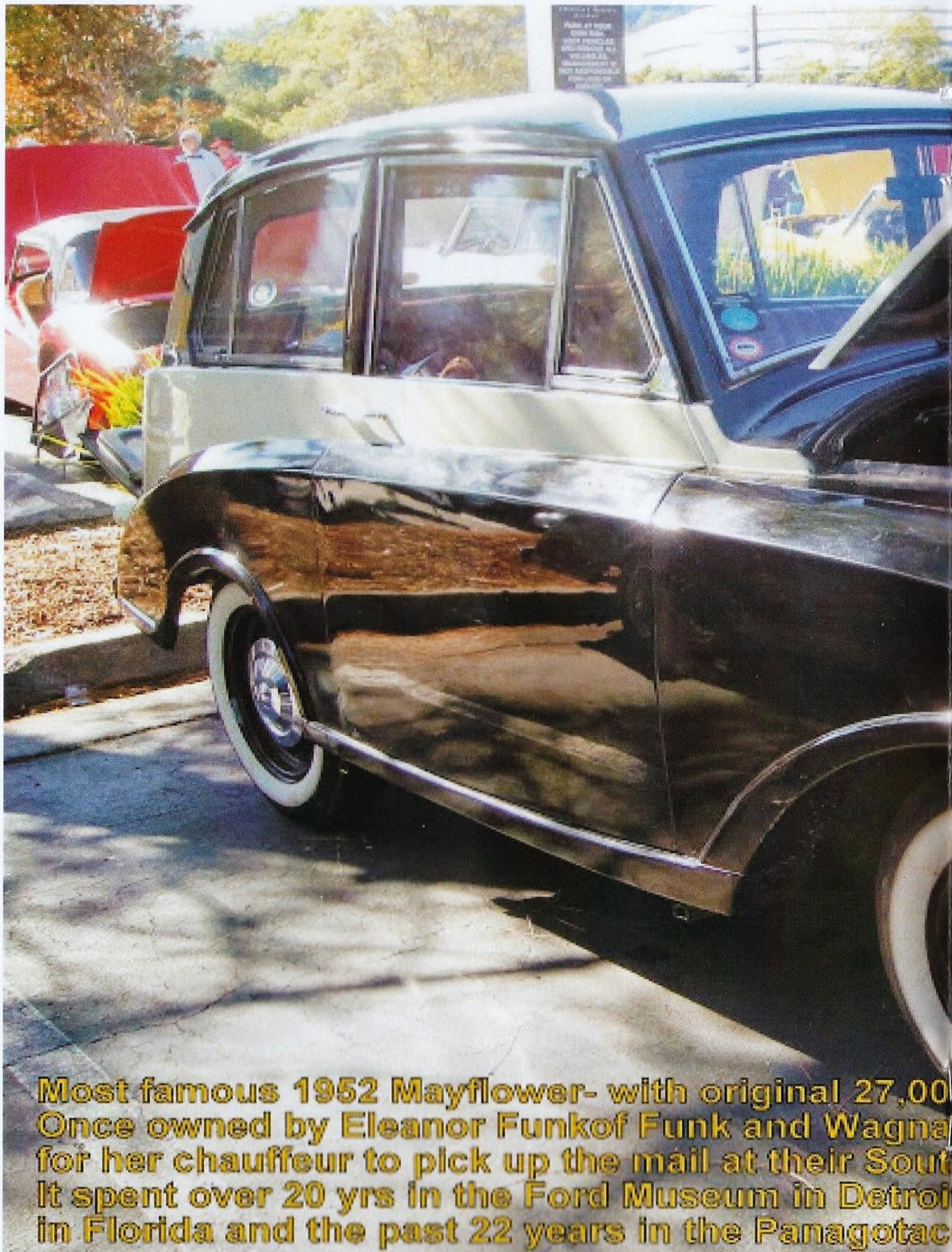
Grandson Theodore driving in the Autocross



**Electric Mayflower with 1995 1st Place Trophy
and wearing Electric Auto Assoc T-shirts**



FLOWER POWER



Most famous 1952 Mayflower- with original 27,000 miles.
Once owned by Eleanor Funkof Funk and Wagner for her chauffeur to pick up the mail at their Southgate home.
It spent over 20 yrs in the Ford Museum in Detroit, then was sold to a collector in Florida and the past 22 years in the Panagotac area.

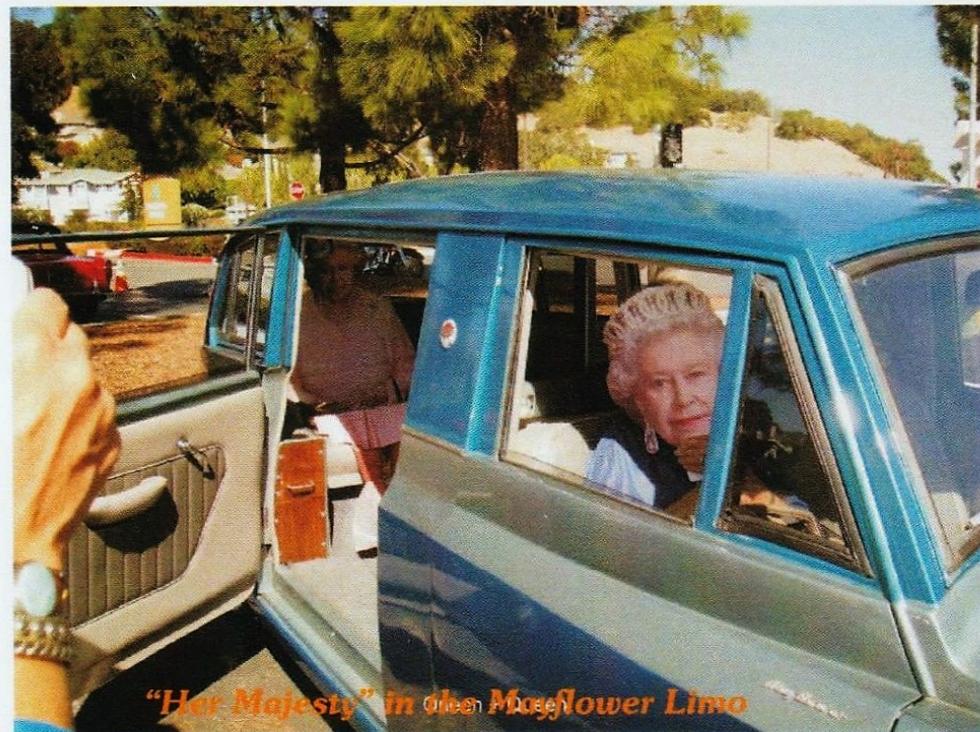
FLOWER POWER



0 miles.
lls dictionaries & encyclopedias
h Hampton Estate.
it 10 years in a private collection
cos collection.

Its not often you see a Mayflower on the race track with the TRs. My electric conversion Mayflower beat out half of the TRs in the Le Mans Start event which was an event where you ran to your car and drove 100 feet.

The torque of the electric motor and the low gear in the Mayflower transmission assured me of an 11.6 second time - better than most.



Over 20 odd years ago I bought a right-hand drive Mayflower in fair condition from a dentist in Oregon, a Dr Foster. It was his aunts and he brought it to the US but never got license for it in Oregon.

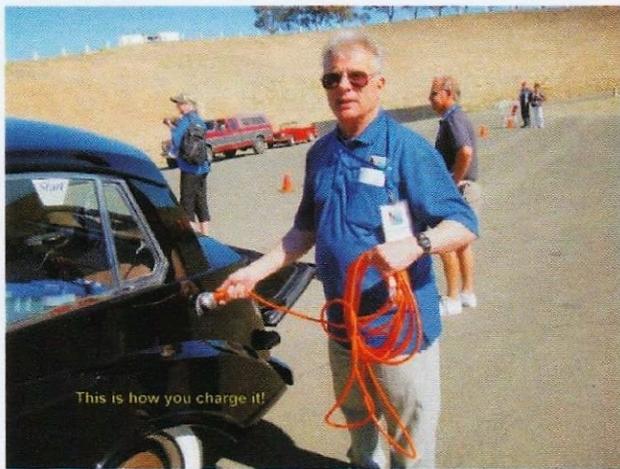
I had the bill of sale etc but when I sent it to get painted all the papers got lost. I have towed this vehicle to and from shows over the years. It

is about time I got a California license for it. My mechanic said he could get one for me claiming it was a junkyard car which was restored and I have done that too in years past.

Any suggestions as to what I should do with this one? If you do hear of a junkyard Mayflower on its way to being crushed please let me know as I would like to be able to buy it.

I hadn't driven a Mayflower in over three and a half years and am now reinvigorated to get all of them up and running in their prime.

FLOWER POWER

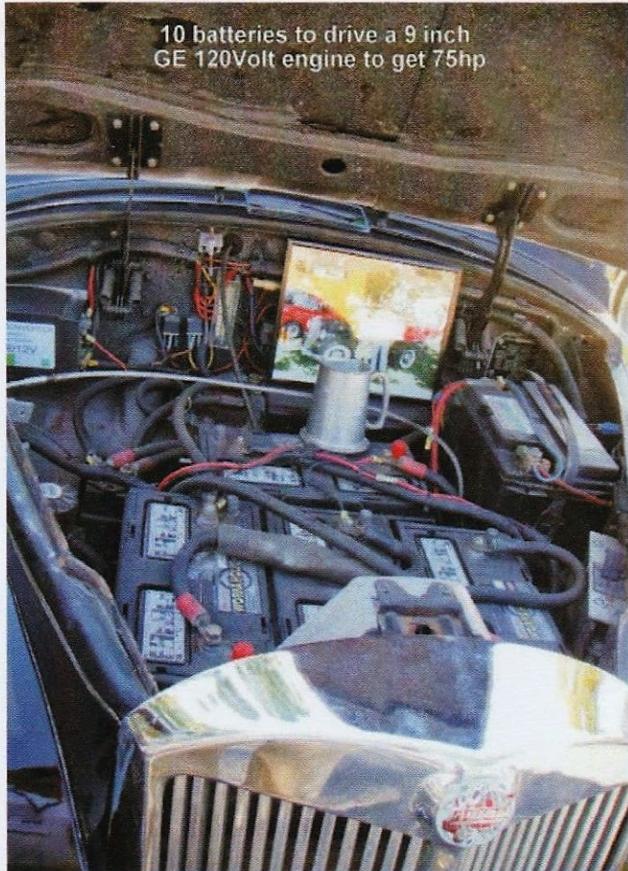


Charging the electric Mayflower

The photographs are from the Triumph car show held in the autumn at the Sonoma Raceway and in San Rafael-Marin Yacht Club.

I had six of my Triumph Mayflowers at the show. One electric conversion done in 1995, another hot rod with a Buick V6, one with a Datsun engine, a stretch limo with a Buick V6, and two originals with less than 30,000 miles—one right-hand drive the other left.

Regards
Peter Panagotacos #



The unusual engine bay of the electric Mayflower

LUCAS HEADLIGHT BOWL ASSEMBLY



**Available from
the Spares
Secretary**

**ONLY
£28.00 EACH
or
£52.00 A PAIR**

Triumphfest

Some pictures sent in by Mike Mercer-Deadman of a Triumphfest in America



Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are March 1 2014, June 1 and September 1. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

Letters

North American Mayflower parts

Dear all,

I recently had the great pleasure of meeting Michelle of "Junk Yard Barbie's Pic-A-Part" establishment, who has the eastern Pa, Mayflower ready to be parted out, as reported in the last *Flower Power*.

A quick report on the condition of the car is: the basic shell is sound, needing floors, corners, and sill repair. Doors and hinges good. There is no engine or transmission.

The forward wiring system has been altered. All the interior has been exposed to high heat and the bakelite dash covers are worthless. Instruments are there as well as switches which are tight.

Interior bits and pieces are present, seat springs good, gas tank may be good. Suspension appears good. All window chrome and glass good (when I say good, I mean in restorable condition). All rubber is bad.

Tools are gone except starting handles. The oval headlight chrome surrounds are in exceptional condition (need repair and chrome). There are many great restorable parts on this car.

New home in for Mayflower in Utah

Hi John,

Just a small note to let you know I have moved to St George, Utah. It's such a beautiful place.

I still have my Mayflower, it's been almost 49 years now. I drive it around the neighbourhood and everyone wants to know what it is!

Hope all is good with you and your family.

Best regards
Dan Brown
dbnameplate@gmail.com

The procedure for obtaining parts from "JYB Pick-A-Part" is to make contact requesting a specific part. Phone numbers 215-295-7610 or 7611, e-mail junkyardbarbie@comcast.net.

They will remove and present to you at an agreed time. They do not ship, so unless you are close to the Philadelphia, Pa area, this will be an issue. They have agreed to ship parts to me which in turn I will ship to you.

With that said, the car has been looked over and I have a good idea what is there and its condition. I have agreed with Michelle to post this and also to serve as a go between, along with Robert Gannon, to advise you on parts availability and also to advise her on parts value. It is up to you to agree upon a price.

We also have our second Mayflower out behind the horse barn which has numerous early suspension/rear axle parts. We have internal engine parts, rubber parts (none rare), carb, fuel pump, instruments, distributor parts and lots of other miscellaneous items that have been collected over the years by Robert and myself.

We spent years looking for detail parts for our Mayflower and most are now available. So, if you need specific unusual parts, please e-mail either myself or Robert Gannon and we will do our best to help.

Regards
Russ Hoenig
bofaus@windstream.net/814-379-3266
Robert Gannon
Trsix74@comcast.net

FAN BELTS

Part No. 200203
ONLY £9.50 EACH

*These have to be purchased
by the club in large quantities to keep
the cost down so please help club finances
by ordering one for a spare
from the Spares Secretary*

Letters

Any trace?

Hi,

While transferring my old photos to the PC I came across two pictures of our 'old' Mayflower MSM 548 in 1971.

If by any chance the car is with a member please forward my contact e-mail and I will send him copies and a little history of the car.

Regards
Roger Bean, Co Durham



The Mayflower alongside our Mk II Cortina 1600 Estate in Elvaston Park Rd, Hexham in 1971. The purchase (and trade-in) price was £70

Good afternoon and thank you for your e-mail,

I do have a little history of your MSM car. During early 1980 it was owned by a Mr P. Capper but I do not have contact information for him. That's a mystery but I have looked in all the records that I have and drawn a blank. The car was first registered 02-05-52. It doesn't loose its number to a number plate seller - it just disappears so I am fearing the worst.

Would it be ok to publish the photo in one of our magazines please?

Regards
John Oaker



CONTACT SETS

£9.00 EACH



Both available from the Spares Secretary

Thanks for replying John,

I bought the car in Hexham in 1971 and ran it between Hexham, Middlesbrough and Sedgefield until moving to Hoylake on the Wirral in 1972 – and then between Hoylake and Hexham as well as local commuting.

I then traded it to a Mr Goff of Moreton on

The Wirral in a private trade for his 1948 Triumph Roadster 1800. At this time the clutch was beginning to slip. Rather than repair the clutch, Mr Goff immediately traded it for a 1948 Ford Popular in need of total restoration (a very strange decision!).

The car was in very good all-round condition when I sold it, other than an aluminium patch on the wing just in front of the bottom of the driver's door.

If the current owner does turn up I shall scan the photographs (not a very good camera I'm afraid) at a higher resolution.

The Mayflower in 1973 alongside our 1952 MG YB 1250cc in a Middlesbrough car park. The MG was also bought and sold for £75

Car shows in 2013

By Malcolm Barnsley

THE YEAR STARTED off with the Bearsted Green Car Show on May Bank Holiday. This event used to be held on the last weekend of September but due to the last three years being a total wash-out the Bearsted Show was brought forward to May Bank Holiday Monday.

The weather was beautifully sunny and there was a fabulous turnout of cars, so much so there wasn't a space to be had anywhere. Apart from the usual car show there were all the various craft stalls, selling a variety of wares. A wonderful day had by all.

Special cars

There were four very special cars there: a Bugatti, two 1936 Bentleys and a Le Mans winning Aston Martin. Bearsted in Kent was a great location for a show as it is a typical Kentish village and took place on the central green of the village.

The next show in June was organised by the Lions Club and took place at Bodium Castle in Kent; another great day, the weather was good and a good turn out of pre-war and post-war classic cars. It was a great setting with the medieval castle and the preserved steam railway nearby, in again, a typical Kentish village.

The car ran well going down, but on the return she overheated twice, badly. A story for another time maybe.

Mayflower Rally

The Triumph Mayflower Rally, held in June, which I attended in my everyday car, took place at Rockingham Castle. Unfortunately the show was not supported very well by the Mayflowers but was a successful day for the Roadsters.

However, with only four Mayflowers in attendance it was nice to see the people that did come and I felt a little sorry for the Albons who drove up from Brighton to see such a poor turnout.

The Kent Show was held in July at the Kent Showground at Detling, it has a terrific vintage

section of cars, buses, lorries and steam engines. Unfortunately, on the way up there, which is about 10 miles from where I live, my car completely overheated and had to be taken home on a trailer.

Until I find out what is going on with the old girl, I decided not to do any more shows in the year.

When we visit shows with the car it is always a surprise to me of the attention and interest that the Mayflower attracts; and the amount of people that either owned one or someone in their family owned one, they are only too happy to reminisce of their memories of the Triumph Mayflower.

I enclose a letter and a photograph from a gentleman we met at a car show.

Another gentleman told me a lovely story of him as a young boy leaving Maidstone in a Triumph Mayflower going to visit relatives in Wales. He remembers the boot lid being down and the entire luggage strapped to the lid; with mum and dad in the front and in the back, his sister and brother and their grandma squeezed in the middle!!

He remembers the journey being a very long one but most of all he remembers grandma's false teeth dropping down in her mouth. At least the children were being kept amused throughout the latter part of the journey.

continued from Page 6

quite a few years now. We hope to attend next year with the two Mayflowers and the Renown.

It is a splendid day out with plenty of entertainment and as Chad said in the last magazine the fly past of a Spitfire. Numerous car clubs take part and have their own club stand such as the AVO owners club, Mercedes, Wolseley, to name a few. This is a huge event for classic cars, classic caravans and classic commercials.

It would be great to have an annual rally at Ripon and hope that many of our members will attend. There are lots of local and good places to stay for those wishing an overnight.

Regards
Alan & Maureen Kormes

FLOWER POWER

Auto jumble find

Hello Nico

Hope you are receiving loads of articles for the magazine, if not feel free to use the attached photograph. This is one I haven't come across before so hopefully it will be of interest. Yet another auto jumble find. Stamped on the reverse is the following:

TRIUMPH MAYFLOWER SHOWING THE NEAT FASCIA PANEL, LARGE PARCEL CONTAINER, STEERING COLUMN CHANGE, PISTOL GRIP HANDBRAKE, SUN VISORS, DEMISTING VENTS

ON THE SCUTTLE, ARM RESTS AND ADJUSTABLE SEATS.

ISSUED BY THE PHOTOGRAPHIC PUBLICITY DIVISION OF THE STANDARD MOTOR COMPANY COVENTRY

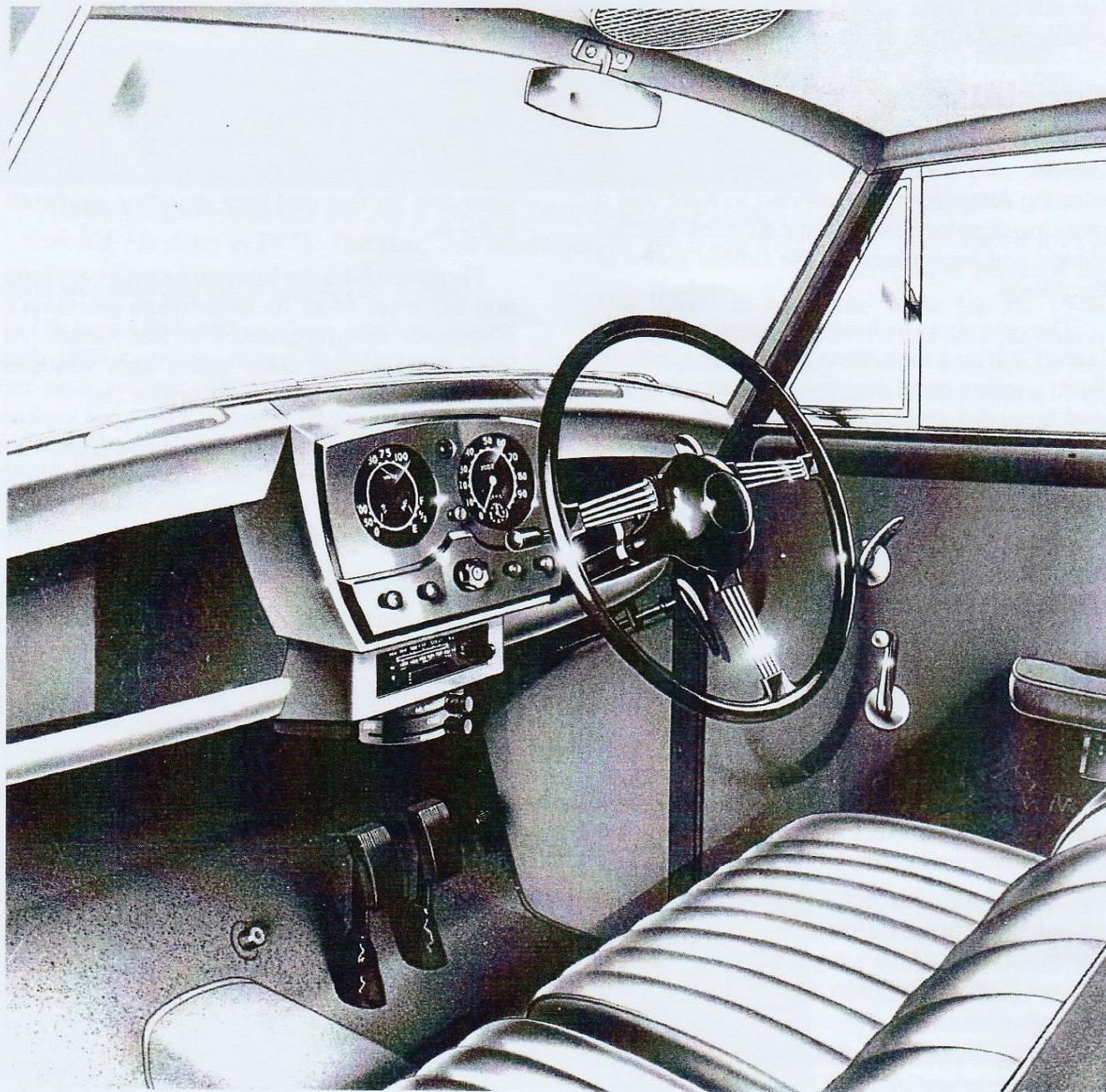
Written in pencil is the date 1950

Firstly what is going on in the roof panel?
Also below the arm rest?

And what about the clock in the speedo?

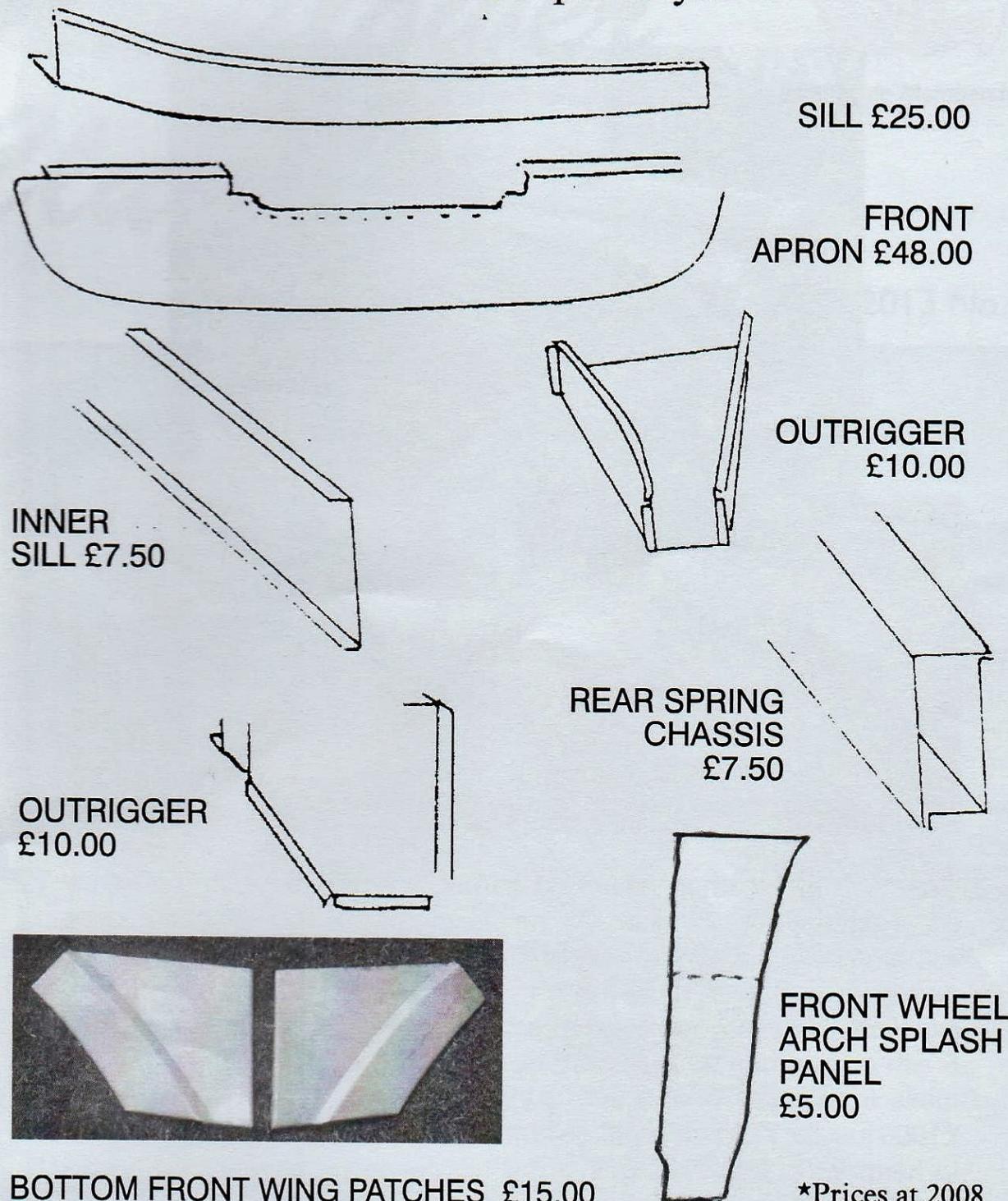
Over to fellow Mayflower owners to spot the differences to their own car interiors, quite a bit of artistic license involved I think.

Happy Mayflowering
Paul Norton



Classic Car Sills

Parts for the Triumph Mayflower

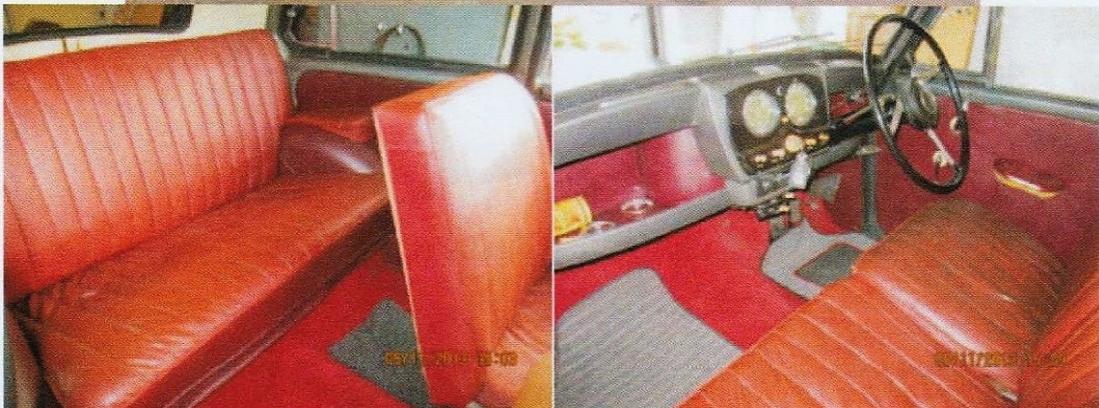


*Prices at 2008

J. COLLIER

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1953 TRIUMPH MAYFLOWER



Grey with red leather seats and carpet. It has been with the same owner for the past 25 years. All the electrics work and this one comes with a heater, all original owners manuals and books. This car is in very good order, it does have the odd paint chip here and there, it has excellent chrome work, new tyres, brake cylinders, shoes and master. Fresh oil and anti freeze and a new Bosch battery. I have current e-mails from registration company's saying that they will return me £1600 just for the number plate number off the car but it would be nice to keep them together. This is a drive away car, please feel free to contact me regarding the car. Located in the Birmingham area.

**Tel: Darren Meades on 07956 524257 or
E-mail: darrenmeades@googlemail.com**